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Orders executed for every description of British and Foreign Merchandise, Lumber,
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I shall be a candidate for Alderman at the coming election, and solicit your support.

MUNROE MILLER.

To the Electors of the North Ward :

I intend to be a candidate for alderman at the coming municipal election, and respectfully solicit your vote and influence.

A. G. MCANDREWS.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Dec. 27.

VICTORIA.

In the wholesale lines, the past week has been rather dull. Retailers are giving all their attention to the holiday trade, which has been very satisfactory all round. The cold weather of the past week has put a damper on some lines, but there is a corresponding activity in others. At this season, cold and frosty weather is preferable to the raw, rainy season which preceded Christmas, 1891. Wholesale merchants are beginning to sum up their operations for the past year. It is generally expected that there will be a satisfactory increase in the volume of business over last year, in spite of all the depressing influences we have experienced during the past six months. The dry goods trade will not, it is expected, make as good a showing as last year, for that line of business has certainly suffered most from the dull season's trade. The banks have done a steadily increasing business during the past year, and, taking all things together, merchants and business men should be thankful that the end of the year has been safely reached.

GROCERIES AND PROVISIONS.

Business in wholesale lines is naturally quiet, and merchants are getting ready to take stock and generally preparing to close up the year's business. A car of choice eastern creamery, "Clover Leaf Brand," was received last Monday, and quoted at 28½c to 29c for large and 30c for small tubs. The market is fairly well supplied with butter. Dealers regularly import car lots of creamery sufficient to meet the demand. There is little doing in dairy butter. The price of eggs has stiffened and will continue firm.

The first shipment of Canadian meats (Lawry's) has been received and they are in brisk demand. The market has been rather bare and dealers have taken up what was offered at once. The meat is the new season's pack, uncovered and of very fine quality. Jobbers state that these hams can be sold at 15c, while before their arrival there was no profit in jobbing hams at 17c. Fairbank's lard has advanced. It now costs 12½c per lb. to lay down 10 lbs tins with ½c more for 5 lb and 3 lb tins.

The predicted advance in American canned meats has become a matter of fact. Prices were advanced, Thursday, fully 10 per cent. This has been brought about by a combination of the American packing houses, and it is generally expected that high prices will prevail for at least the

next few months. All the local wholesale dealers have shown their foresight by buying largely when the market was low and stocks are reported as being full. Canners prices have advanced on 2 lb corn and roast beef 20c per doz and on 2 lb lunch tongue 35c per doz. Wholesale prices will, in all probability, be advanced in sympathy with packing house quotations.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week 2,156 pkgs., against 1,615 pkgs., for the week previous. The market is quiet but steady, with some business reported in creamery on export account at 22c. If the shipping demand again sets in to any extent, it will impart a healthier tone to the market all round. In dairy butter a fair volume of business has been done in a small jobbing way at 20c to 21c, single packages of choice selected bringing 22c. In Western the market keeps steady at 17 to 19c. Roll butter receipts have been larger, and prices are easier, sales of Western having transpired at 18c to 19c and of Morrisburg at 19c to 20c per lb. We quote prices as follows:—Creamery choice fall, 22½c to 23c; Creamery good to fine, 21½c to 22c."

The *Toronto Empire* says: "The butter market is unchanged. The offerings at present are principally of large rolls, which sell at 16 to 17c for the best, and from 13 to 15c for common or baker's butter. Dairy tub butter is very scarce and prices for choice grades are firmly held at from 17 to 18½c. The accumulation of stock at present is not large. There is a good local demand at firm prices for cheese. Dealers are asking 11 to 11½c for good home-made cheese. Quotations are; Butter, good to choice selected dairy, tubs, 16 to 18½c; medium do. 13 to 15c; large rolls good to choice, 16 to 17c; medium do. 13 to 14c; creamery, in tubs and crocks, 21 to 25. Cheese, choice colored, jobbing at 11 to 11½c."

The *St. Louis Interstate Grocer* says: "British public opinion is being aroused against American canned goods in Canada. The present tariff law which excludes many Canadian products formerly shipped to this country, has provoked a strong retaliatory feeling. It has long been thought that tea could be successfully cultivated in some sections of the United States, and according to reports from Baltimore the first marketable tea ever produced in this country was sold there last week, practically demonstrating the establishment of this valuable industry. The tea was grown and cured in South Carolina, and experts pronounced it equal to the best high grade English breakfast tea, and superior to many grades that come from India and China.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 16c per lb; heavy hams, 15½c; choice breakfast bacon, 10½c; short clear sides, 13c, and dry salt clear sides, 12½c. Armour's white label pure lard, 11 lb. pails, 15½c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 17½c, breakfast bacon, 18½c.

London layer raisins are quoted by

Victoria jobbers in 20 lb. boxes from \$2.30 to \$2.40 per box; Valentias, 28 lb. boxes, from 7c to 8c per lb.; and sultanas, 10½c to 12c per lb., currants, in bbls., 7½c per lb., half bbls. 7½c, cases 8c to 8½c. Canned peels are quoted as follows in 7 lb. boxes:—Lemon 18c, orange 19c, and citron 20c to 28c. California evaporated fruits are quoted as follows:—Apples, evaporated, 50 lb. boxes, 12½c per lb., 25 lb. boxes 13½c; apricots, 25 lb. boxes, 18c; plums, 25 lb. boxes, 14c; plums, 25 lb. boxes, 14½c to 14¾c; peaches, 50 lb. boxes, 16c, 25 lb. boxes 16c. Canadian evaporated apples, 50 lb. boxes, 9½c.

The British Columbia Sugar Refining Co. Ltd., quote as follows in their weekly price list: Powdered icing and bar, 6½c; Paris lumps, 6½c; granulated 5½c; extra C. 4½c; fancy yellow, 4½c; yellow 4½c; golden C., 4½c. Above prices are for barrels or bags; half-barrels and 100 pound kegs, ½c more, boxes ½c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bls. 2½c; ditto. in 10 gal. kegs. 3c; ditto. in 5 gal. kegs, \$2.25 each; ditto, in 1 gal. tins, \$4.50 per case of 10; ditto in ½ gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2½ per cent. for cash in fourteen days. All prices subject to change without notice.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27½	@	30
Manitoba Dairy/choice	22	@	23
Cheese—Canadian, lb	13	@	14½
California	16	@	00
Eggs, doz.	24	@	25

Smoked meats and lard are quoted:

Hams	15	@	18
Breakfast bacon	15	@	17½
Short rolls	12	@	13
Backs	13	@	15
Dry Salt, long clear	11	@	12½
Pure Lard, 50 lbs.	13	@	14
" " 20 lbs.	13½	@	14
Lard Compound	11	@	12

Sugar—Jobber's prices ½-barrels and kegs in each case being ½c higher:

Dry Granulated	5½
Extra C.	5½
Fancy Yellow	5
Yellow	4½
Golden C	4½
Syrups, per lb	3

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 77 50
Best China rice "	100 00
China rice No. 1 "	70 00
Rice flour "	70 00
Chit rice "	25 00
Rice Meal "	17 50

FRUITS AND VEGETABLES.

The principal feature of the fruit market is the large receipts of Japanese oranges ex Empress of India, which amount to about 5,000 cases. The fruit has arrived in prime condition and meets with a brisk demand. This large shipment has to a great extent checked the receipts of California oranges, but all of the dealers are well supplied with both kinds. The Japanese are generally quoted at 75c a box for small lots. California oranges are steady at quotations. Onions are higher, and imports are light. Potatoes have advanced in price with the cold weather, and good Island potatoes are now quoted at \$18 per ton. Inferior grades from th

Fraser River are somewhat less. There are no Ashcroft potatoes offered, but they are worth considerably more than regular quotations. It is not yet known if any damage has been done to the root crops in the pits, for the result, if unfavorable, will certainly send up prices a little and necessitate large importations.

Jobbers' quotations for fruits are as follows:—

Oranges—Sweet Loretta.....	\$1 50 @	3 75
Navels	1 75 @	5 00
Riverside Seedling.....	4 00 @	0 00
Japanese.....	0 75 @	0 00
Lemons—California.....	5 50 @	7 50
Stelly.....	7 50 @	0 00
Bananas, bunch.....	2 50 @	3 50
Quinces.....	1 50 @	0 00
Apples—Red.....	1 50 @	1 75
Green.....	1 50 @	0 00
Canadian, bbls.....	6 00 @	0 00
Grapes.....	2 00 @	0 00
Cocoanuts, doz.....	1 00 @	0 00

Vegetables are quoted:

Potatoes—California, sweet.....	2 1/2 @	
Local	per ton	17 00 @ 18 00
Onions—Red California.....	1 1/2 @	
California Silverskins.....	1 1/2 @	

FLOUR AND FEED.

Prices continue weak, although there are no special changes reported by local jobbers. Snowflake flour has been sold lately in job lots at \$4.90, although generally the prices asked are higher. The past week has been a fairly good one in the feed business. The holiday season together with cold weather has stimulated demand.

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier.....	\$5 00
XXX.....	1 75
Strong Bakers or XX.....	4 50
Superfine.....	3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 75 @	0 00
Lion, ".....	4 75 @	0 00
Premier, Enderby mills.....	5 25 @	0 00
XXX, ".....	5 00 @	0 00
XX, ".....	4 75 @	0 00
Superfine, ".....	4 00 @	4 25
Ogilvie's Hungarian.....	5 45 @	5 50
Strong Bakers.....	5 00 @	0 00
H. B. C. Fort Garry Hungarian.....	5 35 @	0 00
Strong Bakers.....	5 00 @	0 00
Lake of the Woods Hungarian.....	5 35 @	0 00
Strong Bakers.....	5 00 @	0 00
Benton County, Oregon.....	4 85 @	0 00
Portland Roller.....	4 90 @	5 00
Snowflake.....	5 05 @	5 15
Royal.....	4 75 @	0 00
Wheat, per ton.....	28 00 @	35 00
Oats.....	25 00 @	30 00
Oil cake meal.....	40 00 @	45 00
Chop feed.....	28 00 @	30 00
Shorts.....	26 00 @	28 00
Bran.....	23 50 @	25 00
National Mills oatmeal.....	3 50 @	0 00
" rolled oats.....	3 50 @	0 00
" split peas.....	3 50 @	0 00
" pearl barley.....	4 50 @	0 00
" Chop feed.....	26 00 @	28 00
California oatmeal.....	4 25 @	4 35
California rolled oats.....	3 75 @	3 85
Corn, whole..... per ton	37 50 @	40 00
Cornmeal.....	2 75 @	3 00
Cornmeal-feed..... per ton	40 00 @	50 00
Cracked corn.....	40 00 @	45 00
Hay, per ton.....	17 00 @	18 00
Straw, per bale.....	1 00 @	0 00

SALMON.

The salmon fleet have all cleared, and there is said to be just about enough stock on hand to supply local demands until the new pack comes in next season. The total shipments to London and Liverpool, this season, amounted to 163,400 cases against

217,010 cases for last year. Recent reports state that the English market is firm and that there is little business doing. During the cold weather and especially approaching the holiday season, the demand for canned salmon falls off considerably, but picks up again soon after and is brisk at the spring time. The shipments to Eastern Canada, last season, were 60,950 cases, and the shipments this year are said to be about the same. The Canadian market is full, in fact may be said to be slightly overstocked and consequently prices there are reported as weakening. Next year is the expected big run and preparations are going forward. Three new canning companies were incorporated last week, and all are looking forward to a good season on both the Fraser and northern rivers.

LUMBER.

Since last review, the Norwegian bark Benj. Bangs has cleared from Vancouver with a cargo of spars for Halifax. The barkentine Bittern, 300 tons, has been chartered to load at Vancouver for Australia. The Grasmere is still in Esquimalt harbor, and the Geo. Thompson has returned to the Brunetto mills to discharge part of her cargo which will be put on again at the mouth of the Fraser River.

There are at present 6 vessels loading at British Columbia ports for foreign. At Burrard Inlet—Br. bark Mark Curry, 1,250 tons; Br. ship Abeona, 970 tons, for Port Pirie; Nor. bark Fritzoe, 1,078 tons, for Valparaiso; The Br. bark Highlands, 1,235 tons, for Montreal. Chil. bark India, 933 tons, at Moodyville, for Valparaiso f. o. At Cowichan—Am. bark Colorado, 1,036 tons, for Valparaiso for orders.

Quotations for Douglas Fir Lumber, in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet. \$ 9 00 Deck plank, rough, average length, 35 feet per M..... 19 00 Dressed T. and G. flooring, per M..... 17 00 Pickets, rough, per M..... 9 00 Laths, 4 feet, per M..... 00

THE DOMINION EXPRESS COMPANY

The Dominion Express Company's office in this city received on an average 100 parcels per day during the week ending Dec. 17, for shipment east, the bulk of which were Christmas gifts for Eastern Canada and England. Under the rearrangement parcels from two to seven pounds each, measurement not exceeding two cubic feet, are carried to or from any office in Canada and any railway point in Great Britain for 20c per lb., or fraction thereof. This low rate has resulted in a tenfold increase in the number of parcels carried from Victoria to England, especially of holiday gifts. Notwithstanding the drawbacks of the past season, there has been a large increase over last year in the volume of business transacted by this company. More goods have been expressed out of the city than have been received.

Mr. W. W. Ogilvie, the head of the well known Ogilvie Milling Company, has sent a handsome cabinet portrait of himself to all of his firm's customers throughout the West as a Christmas reminder.

BUSINESS CHANGES.

S. Brightman, butcher, Nanaimo, has resumed business.

A. Kelly has bought out Hesson & Irving, grocers, Vancouver.

Simon Leiser, Victoria, has bought out the Union Colliery Company's general store, Union.

S. F. Scott, auctioneer and commission agent, Nanaimo, has sold out to D. Johnson & Co., Victoria.

The stock of Macaulay & Higginbotham, clothing and furnishings, Victoria, has been sold by auction in trade lots by order of the assignee.

The W. H. Keeley Gold Cure Company (foreign) has been incorporated under the Companies' Act. The capital is \$25,000, and Victoria the principal place of business.

The Steveston Canning Company (L'td) has been incorporated with a capital stock of \$50,000, to do a general canning business. W. Costello, R. A. McMorran and Edward Hunt, of Steveston, are the trustees.

The "St. Paul and Duluth Mining Association, L'd.," is one of the latest American organizations that have chosen Kootenay as a field of investment. Its capital is \$2,000,000. The principal stockholders reside in Spokane, Duluth, St. Paul and New York. Their British Columbia office will be at Ainsworth, B. C.; headquarters, Spokane, Wash.

An item appeared in THE COMMERCIAL JOURNAL last week to the effect that "Barker & Climo, plumbers, had assigned." This was an error. The item should have read: "Barker & Climo, plumbers, have dissolved, and Mr. A. Barker continues the business." Mr. Barker has had a lengthy experience in the plumbing business and the excellence of his workmanship places his future success beyond doubt.

The Federation Brand Salmon Canning Company (L'td) has been incorporated with a capital stock of \$50,000. The Company is formed to acquire and take over as a going concern the business of canning salmon now carried on by A. J. McLellan on the Naas River, under the style of "McLellan's Cannery," with the good-will of the same, and all or any of the lands, properties, assets and liabilities of the proprietor of that business in connection therewith. Walter Morris, S. M. O'Kell and A. J. McLellan of Victoria, are the trustees.

An Ottawa dispatch is as follows: "The trade returns for November are not as encouraging as they have been for some time past, the export showing a falling off to the extent of \$1,300,000. This is due largely to the fact that more wheat has been placed in the elevators for shipment when navigation opens in the spring, than was the case last winter. Moreover, the monthly returns indicate values not quantities, and as wheat is lower now than it was twelve months ago, this partly accounts for the decrease. The total exports for the five months were two millions ahead of last year. The imports show an increase of three and a half millions."

Duluth!

Situated at the Entrance to Seymour Narrows, the Terminus of the Canada Western Railway, in connection with the Ferry to the Mainland.

LOTS IN THE ORIGINAL
TOWNSITE.

Lots in this Townsite can be obtained at present prices until January 1st, at which date prices will be raised 25 per cent.

The Lots owned by the Canada Western Railway Co. in Duluth are NOT FOR SALE.

For Prices and Terms Apply to the Head Office,

HENRY CROFT, 72 Government St.

THE PATRONIZING MERCHANT.

There is nothing so ridiculous and so easily discernable in a merchant as an air of patronage towards customers. It is a species of vanity which is as ludicrous as it is disagreeable. This weakness is called bumptiousness, and is repelling to the general run of customers, who are quick to distinguish it from a pleasant presence. A pleasant presence in the store is one of the essentials towards the success of a merchant. This essential of a pleasant presence is made up of simplicity. Just that and nothing else. Simplicity is the most charming of all qualities and is and always has been possessed by the men and women that the world deems great. The simple man is natural and is possessed of a suavity which is real. Assumed suavity is generally made up of bumptiousness and is as different from the inherent quality as the sweet violet is different from the violet of the millinery counter.

The bumptious merchant in his vanity reckons himself somewhat of a philanthropist. His behavior towards his customers is offensive to those amongst them who are of a keen or sensitive nature. In his overweening vanity he reckons himself the patron and the customer the beneficiary. Every action of his conveys that expression. When he is sympathetic he is condescendingly so; heartiness is luring and often vulgar; his insincerity is apparent, for humanity is a distinctive judge of disposition and character. The patronizing merchant is a humbug.

THE CREDIT HYDRA.

Credit is the ball and chain around the leg of the merchant, the incubus of trade which there is no throwing off and which, in many cases, proves so heavy a load that it drags down the bearer thereof to commercial annihilation. More has been written upon the evils of credit than upon any other subject connected with mercantile affairs, and yet to-day the question how to eliminate its risks from the daily business transactions of wholesale merchant and retail trader alike is as far from satisfactory settlement as ever. There is one thing which may be regarded as settled at all events. So long as business is done, just so long will the merchant, whether wholesale or retail, be obliged to accept a future settlement, of more or less definiteness as to date, for a present transaction. Whether the volume of this trade be much or little, that it will involve losses may be taken for granted, for the most astute business man, even with the safeguards of modern business practice at his command, has not succeeded in protecting himself from the unforseen. Most men, we believe, who enter into business, whether upon a large or small scale, do so with the honest purpose to pay their debts. When a dealer has sufficient capital to make a fair start by paying cash for his stock, provided he is wide-awake and energetic, and has started in a locality where an enterprise of the kind in which he has embarked is needed, the chances are that he will ask very few favors from the jobber. This class of

dealer is usually too anxious to make cash settlements and save every possible cent in the way of discounts. It is also the class whose trade the wholesale merchants are anxious to get. But as all men who depend upon their own exertions for a livelihood are not so favorably situated as to be able to make a beginning in this way, they are compelled in most cases to depend upon the forbearance and generosity of the wholesale dealer who, if favorably disposed on account of former knowledge of his customers, as the result of an investigation of his business character and record, will secure the required stock upon terms within the reach of the customer. A beginning is thus made which in after years may broaden out and bear fruit in a long business intercourse mutually profitable and advantageous to both, or else an experience in which misplaced confidence, worry and financial loss may result to the accommodating merchant, illustrating anew the risks of credit.

THE "ROAD" AS A SCHOOL.

There is probably no school so complete as a few years on the road. It schools the man for business; makes him a student of human nature, a shrewd observer, and polished gentleman. A commercial traveler encounters all classes of mankind. He meets with almost every kind of humanity, from the educated, polished gentleman to the coarse, illiterate being, who by some means has a stock of goods, and is a merchant. The successful traveling man must be well-posted, not only in his line, but on almost every subject. He may be called upon to discuss the merits of the military bill, that is keeping Emperor William and his subjects guessing, while his next customer may want his ideas of the coming Hall-Eitzsummons fight. One of his customers may be a strict church man, in whose place to let slip a "cuss word" would cost an order, while his next door neighbor may be the most profane being on earth. One man will buy (if he needs anything in your line) after five minutes' talk; another expects you to sing him a long song before he will give you the slightest encouragement. The old argument as to the temptations of a commercial traveller is all rot. A man will go wrong just as quick, if he is so constituted, behind a desk as on the road. A man who is ambitious to succeed has little time for wrong-doing. After his day's work is done and his orders copied, he has his cost books to correct and change, and his correspondence to care for. These, with the daily paper, soon bring about bed time. A man with an average education, after two or three years on the road, can usually be placed in any position with much assurance of success. The modern travelling man is an honest, shrewd, careful business man, a thorough gentleman, and an agreeable companion. He looks in disgust upon life's low levels, and, as a rule, possesses marked traits of character that commands the respect of all. His ideas of domestic honor are clear and good, he is a high-minded, sensible, practical, and level-headed man.

DALBY & CLAXTON

Real Estate, Insurance,
Mining & Financial

AGENTS.

-AGENTS FOR-

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England.
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

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JONES, MINERAL PRODUCTS.

BEHRING SEA INFORMATION.

Months ago it was announced that American officials had been among the coast Indians collecting evidence concerning seal life and sealing with a view to supporting before the arbitrators the United States case against that presented on behalf of Canada. It was stated at the time that they had not hesitated as to their methods of procuring testimony. The Indians were, it is said, badgered and bulldozed, flattered with whiskey and—some of them being open to conviction—in other ways peculiar to the American system. Major Sherwood, Commissioner of the Dominion Police, was, it is said, sent here some months ago to investigate this aspect of the case. He has, it is reported, obtained ample proof of all the allegations and, moreover, has secured additional direct testimony to bear out the Canadian claim.

TARIFF REVISION.

It has been announced that the Government is really determined to give the subject of tariff revision the most careful attention and to ascertain in the best way possible how the policy of the country can be made more national as it is in every way. That this was its manifest intention was evidenced by the remarks of the ministerial papers which most of them played more or less on the same string with variations, of course. Among other suggestions was one that the subject be referred to a committee of the House of Commons, but instead of taking this friendly advice, Hon. Messrs. Bowell, Minister of Trade; Foster, Minister of Finance; Wallace, Controller of Customs; and Wood, Controller of Inland Revenue, have been named a committee to make the necessary preliminary inquiries. Two of these gentlemen at least are specially well qualified for this task, viz., the Minister of Finance and the Minister of Trade. They have had full experience of the system and many of its features are their own creation. They ought, therefore, to know why and how our fiscal system may be really improved. Messrs. Wallace and Wood have also assumed official duties directly connected with the objects affected by the tariff. If they are not skilled statisticians and economists, they hope to be and must be. It is therefore in accordance with the fitness of things that they should be parties to the present revision, whose carrying into effect it will be for them to supervise, and in the future deal with further claims to reconsideration and amendment. No one will deny that revision is at present necessary. Inequalities and oppressions have been developed under the national policy. *Experientia docet* is a trite old motto and is never more applicable than in tariff matters.

EDITORIAL NOTES.

LATE advices as to the coal market in San Francisco indicate that the arrivals

having of late been light, prices must strengthen, and that in all probability the next advances will be in the British Columbia product.

THERE has been during 1892 an active business done in the shipment of manganese and iron ores from San Diego de Cuba and the new port of Ciaguio to Baltimore and Philadelphia, with the prospect of increasing shipments in the future. This business gives employment to a number of steamers under the English flag, of cargoes varying from 2,200 to 3,000 tons.

MR. D. E. BROWN, an important official of the Canadian Pacific Steamship Company, has just returned from the Orient, where he has been on business in the interests of his company. He has, it is announced, done considerable to advance the interests of the institution with which he is identified, and has arranged to bring from the East by the Canadian Pacific line numerous exhibits for the World's Fair.

MORE money has already been paid out in creating the World's Fair than the directors thought would be necessary to complete it when Congress voted to send the exposition to Chicago. Ten million dollars was thought to be the limit then. The expenditures to Dec. 1st, have been \$12,460,235. The receipts have been \$13,229,451. The available balance on hand Dec. 1 was \$86,068, about enough to last two weeks at present rate of expenditures.

AS to the annoyance and vexation, no doubt of the railways doing business in and through the Northwest Territories, as evidenced by the strenuous opposition of the representatives of the Canadian Pacific and Manitoba and Northwest Railways the Northwest Legislature has in effect resolved to impose a tax on railway buildings of all kinds, exempting however the road-bed and rolling stock of the companies from such imposts. It would seem that the railway buildings are genuine objects of taxation, the companies having received immense concessions from the public, whom they never hesitate to charge all the traffic will stand in return for the accommodations they furnish.

THE National Convention of American Bankers, which was held in San Francisco in September last, pronounced strongly against the custom of giving three days grace on promissory notes, and at the meeting of the Illinois Bankers' Association in November the members adopted unanimously the following resolution: "That the executive council be requested to prepare an Act, to be submitted at the approaching session of the State Legislature, which has provided for abolition of 'days of grace' on promissory notes and other evidences of indebtedness on which the present days of grace are allowed." The legislature of the State of Vermont has also passed an Act

abolishing days of grace from the 1st January, prox.

It is announced that the Victoria and Sidney Railway are progressing fairly well with their construction work. The first five miles of clearing of the right of way have been completed, and it is expected the contract for the balance will be let in a short time. It was, however, expected that from all that was said on the subject much more than this would by this time have been accomplished. It was hoped that the enterprise would have provided work for a number of men this winter, but Christmas is over with but a small amount of work done, and the contract for the clearing of the rest has not yet been let. Many hopes for this winter have it would appear been disappointed. Indeed, it is hardly likely that but for the expectations of immediate and energetic work the by-law would have been so readily passed by the citizens of Victoria.

It will no doubt have been noticed that the different railway and steamship companies having their headquarters in Montreal had through their representatives a conference looking to the further promotion of settlement in the Canadian Northwest. They are looking to concurrent action from the Dominion authorities with the not unnatural expectation that in that way much more will be accomplished during the next season than was ever done in the past. It is announced that during November last the C. P. R. land department disposed of 38,500 acres of land on which they realized \$121,000, being \$80,000 more than they obtained during the same month last year. We have no land holders in British Columbia with anything like the extent of territory owned by the C. P. R., but almost all of them have kept it back from settlement, and in consequence our agricultural progress, upon which so much depends, has been most seriously retarded.

It is not the Americans alone who make money on the New York financial market. There money has been very scarce and in consequence high rates have prevailed for the last two or three months. Years ago when the Bank of Montreal was under the direction and control of Mr. King, it began to do an extensive business on the other side of the line, and it is said took chances which its present more conservative managers would not dream of. Since then, however, it has always found a market for its surplus funds in New York, which in this way have been made to give returns that would otherwise have been impossible. Up to the end of October the advances made by Canadian banks to assist the financial stringency of New York amounted to almost twenty-three millions. More than half were on account of the Bank of Montreal and about three millions by the Canadian Bank of Commerce. When it is remembered that from 20 to 40 per cent.—none of it in petty business—was realized out of these transactions an idea may be formed of the profits which from this source accrued to the banks of the Dominion.

COMMERCIAL SUMMARY.

DR. MCEACHREN, Dominion Veterinary Inspector, says that every week for the past three or four weeks he has received reports of United States cattle arriving in England affected with pleuro pneumonia. With reference to the proposal that the Imperial Government send an expert to Canada to ascertain if the disease is really pleuro pneumonia in the Canadian herds, Dr. McEachren says he would be glad if such an officer came if only to convince him by examining the records of his department that the disease does not exist in Canada.

SOMEbody in Vermont has discovered a way to beat the Australian ballot law or nullify its secrecy. Political heelers having "fixed" a voter, they give him, just before he enters the booth, a sheet of soft paper, the same size as the entire ballot, and a hard lead pencil, with which to make his mark. Inside the booth, he lays a ballot on the soft paper, and any mark he may make on the ballot with the pencil shows faintly on the soft paper. A subsequent comparison of the latter with a ballot proves conclusively how the vote has been cast, and no provision of the law has been violated. If this is not an ingenious method of obtaining evidence that "the goods have been delivered," what is it?

THE following words are extracted from a short editorial in the *Chicago Herald* on Mr. Harrison's message. "Chagrin and rage," "contemptible document," "folly and malevolence," "wretched taste," "absolute lack of decency," "insulting criticism," "arrant hypocrisy," "disgust and contempt," "not the utterance of a patriot, but the frenzied exclamation of a defeated and halled attorney of the tariff robbers." It is a glorious thing to be President of the United States, but to be blackguarded all one's life afterwards is only a qualified honor.

A DETROIT firm has lately adopted a plan for identifying its salesmen at banks while they are traveling throughout the country, which has proven very satisfactory. When they send a draft to a salesman, they endorse it on the back as follows: "Pay to the order of John Smith and William Ellery movement No. 1,759, 589." This is the name and number of the salesman's watch movement, and it affords an additional source of identification which has never yet met with failure, and which, we should think, could be adopted by other travelers to good advantage.

CARPETS as manufactured to day range themselves under two classes. The first and most ancient class being such as are made by knotting into the warp, tuft after tuft, the materials of the pattern; and the second consisting of those in which the pattern is woven up in the loom. Ingrain carpet, which is made in many parts of England, Scotland, and the United States of America, consists of a worsted warp traversed by a woolen weft. It is woven yard wide, and is composed of two distinct webs interlaced together at one operation. It is therefore a double or a two-ply carpet, similar on its

two sides. Brussels carpet is a very superior texture, composed of worsted and linen. In this carpet the figures are raised entirely from the warp by inserting a series of wires between the linen foundation and the superficial yarn. These wires are afterwards withdrawn, leaving a looped surface. Moquette or Wilton carpets are woven in the same manner as Brussels carpet, differing only in this, that the loops are cut open into an elastic or velvet pile. Tapestry carpets are manufactured by a very ingenious process invented by Richard Whytock, of Edinburgh, in 1832. In this variety of carpet not only can the Brussels pile be readily imitated but a velvet pile be also produced by simply cutting the loops, as in Wilton or Moquette carpets.

A CUBIC foot of gold does not weigh a ton. It weighs nearly eleven hundred weight, or somewhat more than half a ton. If a cubic foot weighs a ton, of course two cubic feet weigh two tons, three cubic feet three tons, and so on. You may twist or alter the shape of a cubic foot in any way you like; still, so long as the cubic content is equal to one cubic foot, the weight will be the same. The weight of a cubic foot of pure gold is 1,210 pounds, of standard gold; 1,108 pounds.

THE pecuniary loss by the Homestead strike to the State, Allegheny County, Carnegie Steel Company and the workmen is estimated at between \$1,000,000 and \$5,000,000, which amount is considered by those in a position to know a very conservative estimate. The lockout took place on June 30th, and involved 4,000 men. The loss to the old employees has averaged \$125,000 per month, making the total for five months \$625,000. This loss is exclusive of the wages affected by the trouble at the other Carnegie plants. At least thirty five deaths were directly or indirectly caused by the strike. Besides those killed in the battle of July 6th, many soldiers contracted fever which resulted fatally, one soldier was shot accidentally by a comrade, another was killed by the cars, one striker committed suicide, one was drowned, one was killed by the cars, several non union men died from fever and several were killed in the mill and one was murdered by another non unionist.

BUYING NEW GOODS.

It is the business of every retailer to handle goods superior to those on the counters and shelves of his competitors. In the general lookout for new goods, of course somebody gets left; but it is the watchful and wise merchant who keeps on the topmost wave of popular favor. New goods are launched upon the market unceasingly. There are some dealers who buy their goods as they buy their books, adhering strictly to the old and well established products, and ignoring the new until it has established for itself a reputation. They are too conservative, and their trade undoubtedly suffers. There are other merchants who stock up with the latest novelties regardless of merit, just as some people are constantly thirst-

ing for the latest novel. They are too hasty. The golden mean is the proper course.

It is the duty of every merchant to closely watch the markets for new and improved goods. If he fails in getting the latest and best, his sales will surely shrink. But before he displaces the old by the new he should be reasonably well satisfied that the latter is the more desirable. A test of the goods, and his judgment and his knowledge of the tastes of his customers will help him in making the decision. In a measure he is a mold of public taste in his line, but, as in politics, there are occasional landslides, which are seemingly as uncontrollable as they are surprising, and it behooves the dealer to keep abreast with the trade. Every new device is worthy of careful examination. Those that stand the test should be adopted; those that are defective should be rejected. Those that are doubtful should be handled gingerly until their standing is determined.—*The Ironmonger*.

FISHING EXHIBIT AT CHICAGO.

About thirty models of fishing vessels will illustrate the evolution of the fishing craft from 1626 to this year of grace, at the World's Fair at Chicago. A collection of drawings, paintings, etc., will be added, with the rigged and sectional models, and different kinds of plans. The typical architectural series is to begin with the ancient form of the Sparrow-hawk that was driven ashore by a gale in Barnstable Bay, where in 1865, after having been buried for more than two centuries, this old-time craft was unearthed to add another light to the perpetual torch procession of history. Such types as the Burgess craft Fredonia will fill out the scale at the more modern end. The forms called snows and ketches were some of the early types of fishing craft.

The first marked improvement in the American fishing vessels was the invention of the schooner rig early in the eighteenth century, and the second event of consequence in the history of the nation's fishing fleet was the change from blunt to clipper schooners, in which again recent important modifications have been made.

A full series of small boats will illustrate the varied types from the Esquimaux kayak to the elaborately finished and sometimes magnificently fitted pleasure boats, constructed with all possible working perfection and elegance. The construction of vessels is to be illustrated in representation of shipyards, boat manufacturing, and tools by specimens, models and photographs.

The models of fisherman will be a striking feature, and some of these are to be shown on full-sized specimens or sections of vessels and with boats, with their apparatus, to illustrate special fisheries or fishery operations.

One of the interesting features in the fisheries exhibit will be the different forms of aboriginal apparatus. The Indians of the Northwest, who like the ancient Ichthyophagi, exist almost solely upon the animal life of the sea, and who on the entire coast, have the upper limbs better

developed than the lower ones from the use of the paddle, will be represented by a distinctive series. The Makah Indians, inhabiting the region of Cape Flattery, whose tribal name is Knenait cheehat, are the only ones south of Alaska who actively engage in whaling; but they did not acquire the art from white men, and still employ the apparatus and processes which have come down to them through untold generations.

All their whaling implements used in capture are held in special regard, and handed down from one generation to another, with the belief that it is unlucky to part with them. Their method of whaling, at least, is entirely different from that of other men. They wear bear-skin cloaks (arleitquit), and show themselves extremely fearless in taking long trips to sea and in attacking the whale.

The different kinds of seines in the order of development, and traced back to the sweep net—ancient sarena, the oldest form of which any distinct record is known—will constitute another great series, representing the enormous apparatus developed for capture in this form with the two divisions of fixed and moveable nets, compared with which the fabrication among the ancient Greeks and Romans—of which Ossian says that a fisher might rehearse a thousand names, "intractable in smoother verse"—is made to appear insignificant.

In commercial fishing on a large scale, nets are sometimes used which are a mile in length, hauled in by a windlass, sometimes worked by a steam engine instead of by the power of horses or men. A trawl line is made to carry a thousand hooks. Dynamite and other explosives are used in fishing, and a device in poaching is the explosion of torpedoes beneath the water. The most important use is made of the hook and line, of nets and weirs. The greatest increase in commercial fishing in the latter half of this century has been in deep-sea fishing, attributed principally to the comparatively new process of trawling, for which one form of invention, chiefly in use in the open sea, is referred to as a kind of sea plough, or apparatus going on wheels, which, with the mounted net, rolls over the ground, simply pressing down the marine vegetation that is important to the fish, without tearing it up by the roots. The vessels used in recent methods of fishing are built larger than those of any previous time, and carry ice in great quantities, although attended by steam cutters which convey the catch directly to port. The wonderful appliances for sea-diving will be a series to attract attention, the development of apparatus of all kinds completely illustrating the vast increase in the appreciation of the golden mines, as the fisheries were called, with good reason, by the Dutch, who in going a-fishing raised themselves to opulence.—*Harper's Weekly.*

THE PRODUCE MARKETS.

Trading in wheat has not improved during the week under review, and the market has remained dull and inactive, without bright prospects for immediate betterment in the near future, as there is little to warrant improvement. Export

cargoes are exceedingly dull, with large stocks on passage to United Kingdom and immense reserves ready for shipment as soon as a demand is created. Local receipts still remain small in consequence of the low range of values, and unless an advance should occur, there will be a steady movement of limited volume to this point up to the arrival of new crop stock. Elevators continue active in loading, two more vessels being sent out with cargoes during the week. There remains, however, a good fleet of vessels to be given supplies, and several are now due. Prices remain fixed at 63 cents for club and 73 cents for blue stem, with fluctuations of perhaps one half cent on some spot transactions. *Tatoma West Coast Trade.*

MANIFEST TO ARRIVE.

British bark Assel, 761 tons, Capt. I. Gilmour, sailed from London Aug. 19 for Victoria with the following cargo of general merchandise, R. P. Rithet & Co., Ltd., consignees.

For Victoria—135 cs, 40 cs, 3 cs, 1 cs, order; 7 qr csks, order; 4 bxs, 1 bale, H Goward; 50 cs, Boucherat & Co; 25 cs, 1 cs, Baker Bros & Co, Vancouver; 100 cs, Boucherat & Co; 100 cs, 1 cs, order; 50 cs, order; 1 pkg, Mrs Ground; 100 cs, order; 60 cs, 7 cs, 8 cs, 5 cs, 1 cs, Het ry Saunders; 100 cs, 5 csks, A B Gray & Co; 1 cs. C A Holland; 150 cs, S Leiser; 13 cs, 1 cs, 1 octave, 1 do, 1 do, C A Holland; 1 csk, 1 do, 2 hlds, 2 qr csks, 4 do, 2 hlds, 4 bales, C Strouss & Co; 300 bxs, Findlay, Durham & Brodie; 3,000 bxs, 1,120 scks, R. P. Rithet & Co, Ltd; 20 cs, 25 bbls, Thos Dunn & Co, Vancouver; 30 bxs, 40 cs, 20 cs, 1 crt, 70 bbls, 30 bbls, 1 cs, 1 tank, 1 do, 11 cs, 50 cs, 10 cs, 40 cs, 30 cs, 10 cs, 2 tanks, 15 octaves, 20 cs, 25 cs, 25 cs, 7 cs, 10 bbls, 100 cs, 100 cs, 10 bbls, 3 puncheons, 100 cs, 60 cs, 50 cs, 30 cs, 30 cs, 100 cs, 100 cs, R P Rithet & Co, Ltd; 19 cs, 12 cs, 4 cs, 1 tank 12 cs, 20 cs, order; 20 cs, Turner, Beeton & Co; 50 cs, 1 cs, R P Rithet & Co, Ltd; 400 bbls, 600 bbls, 1,334 cast iron water pipes, 25 tons, 18 csks, 30 drums, 333 pcs English pig lead, 70 bars iron, 40 kegs, 25 kegs, 20 bbls, 19 csks, 3 cs, R P Rithet & Co, Ltd; 20 cs, C E Todall; 75 bxs, 18 do, 13 cs, order; 8cs, 1 cs, Chipman, Morgan & Co, New Westminster; 40 cs, H Saunders; 30 cs, B Gordon; 25 cs, H Saunders; 50 cs, Cowan & Wilson; 25 cs, Knowler & Macaulay Vancouver; 50 cs, 10 cs, 5 cs, 5 cs, Fell & Co; 5 cs, 3 pkgs, 1 cs, 4 pkgs, 1 do, 1 wheel, 2 crts, Turner, Beeton & Co; 40 tons foundry coke, order; 14 tons smithy coal, order; 526 loose shells, 169 bxs, 1 cs, 5 cs, 1 cs, 1 cs, 2 cs, 1 cs, 2 bales, 55 bbls, Militia Dept; 500 csks, order; 19 bbls, E G Prior & Co; 10,400 fire bricks, 30 cs csks, order; 318 csks, 245 drums, 1,873 cs, 2 tanks, 20 baskets, 75 bales, Hudson's Bay Co; a quantity of stores, 75 tons, Naval storekeeper and staff-surgeon R N Hospital.

The railway committee of the Privy Council has been constructed as follows: Hon. John Haggart, chairman; Sir John Thompson, Hon. Messrs. Bowell, Foster, Caron, Oulmet and Daly.

OUTWARD MANIFEST.

British bark River Ganges, 642 tons, Capt. Wm. Budge, from Victoria, Dec. 19, to London, with the following cargo of canned salmon, Findlay, Durham & Brodie, consignors:

MARKS.	CASES.	SHIPPERS.
Diamond L.....	1000	Robt. Ward & Co., Ltd
" L.....	1000	" "
" L.....	1000	" "
" H.....	1000	" "
" H.....	1000	" "
Diamond S C.....	1000	" "
" S C.....	1000	" "
" L.....	1700	R. P. Rithet & Co., Ltd
Wind-or Cannery.....	1000	Findlay, Durham & B
"	1000	" "
"	1000	" "
"	428	" "
"	1000	" "
"	914	" "
Naas Riv Cannery.....	1000	" "
"	1000	" "
"	821	" "
"	1000	" "
"	1198	" "
Rivers Inlet Can.....	972	" "
Viceroy Brand.....	1000	" "
Royal Club Brand.....	1000	" "
R Cannery Diamond S.....	133	" "
D O	113	" "
Britannia Brand.....	1000	Anglo B C Packing Co
"	1000	" "
"	1090	" "
F D B.....	2	Findlay, Durham & B
F D B.....	2	" "
F D B.....	1	" "
Indian.....	239	Anglo B C Packing Co
Britannia.....	190	" "
Spratt's Ark.....	272	" "
Indian.....	18	" "
Diamond S T.....	233	" "
Indian.....	53	" "
Britannia.....	600	" "
D O S W.....	51	" "
Alert Bay.....	268	Robt. Ward & Co., Ltd

Total 20,161 cases, value, \$147,305. 11 csks hair seals, 2 csks isinglass, 1 case, 2 cs labels, 1 csk furs, 1 carriage pole value, \$507.

OUTWARD MANIFEST.

British bark The Frederick, 812 tons, Capt Simpson, from Victoria Dec. 18, to London, with the following cargo of canned salmon, Robt. Ward & Co. (Ltd), consignors:

MARKS.	CASES.	SHIPPERS.
Diamond M.....	1005	Robt. Ward & Co., Ltd
" L.....	1000	" "
" L.....	1000	" "
" S C.....	1000	" "
" S C.....	1100	" "
G H.....	1000	" "
G H.....	1000	" "
G H.....	1357	" "
S.....	211	" "
Green.....	15	" "
S L.....	1574	" "
Chanticleer.....	1000	Findlay, Durham & B
Triangle.....	1000	" "
Triangle.....	1000	" "
Triangle.....	1000	" "
Whee-Kay-No.....	1000	" "
Diamond L I C.....	434	R. P. Rithet & Co., Ltd
S P.....	2861	" "
Diamond C.....	419	" "
" S A P.....	158	" "
" S A P.....	322	" "
D.....	250	" "
W K D.....	70	" "
S I D.....	320	" "
D C E.....	278	" "
D O D.....	93	" "
D I.....	77	" "
D O L.....	87	" "
D.....	133	" "
Diamond L I.....	2762	" "
A.....	361	" "
A.....	133	" "
S.....	68	" "
Maule Leaf.....	3705	" "
Anglo B C P Co.....	1,100	Anglo B C P Co
Diamond C L E.....	270	" "
" S.....	522	" "
" S E.....	353	" "
" S T.....	107	" "
" S P B.....	44	" "
" 2 B.....	145	" "
" D O B.....	56	" "
Alert Bay.....	822	Robt. Ward & Co., Ltd

Total 32,433 cases; value, \$167,906. 5 csks sealskins, 2 csks whalebone, 31 cs cs fets, 1,321 cs naval stores.

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BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Martha Fisher	811	Meadowcroft.	Oct. 18	Victoria.	Liverpool.	31,002	\$163,151	
Br bark.	Glengarry	822	Davieson	Nov. 3	Westminster.	Liverpool.	37,352	186,700	
Br bark.	Chill	478	McKenzie	Dec. 12	Victoria.	Liverpool.	30,002	163,061	
Br bark.	River Gauges	612	Hudge	Dec. 19	Victoria.	London.	29,161	117,905	
Br bark.	The Frederick	812	Simpson.	Dec. 18	Victoria	London.	32,000	167,896	

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship.	Athlon.	1371	Dexter.	Jan. 5	Vancouver.	Adelaide.	1,493,128	8,265	March 19	47s Gd
Nor ship.	Morning Light	1316	Johansen	Jan. 22	Vancouver.	Melbourne.	1,001,171	9,103	March 25	60s
Am bark.	Hesper	661	Sodergren.	Feb. 20	Vancouver.	Shanghai.	751,924	7,781	April 23	50s
Br ship.	Angerona.	1215	Anderson.	Feb. 26	Vancouver.	Valparaiso.	531,957	7,095	May 20	42s Gd
Nor bark.	Czar.	1324	Christopher	March 4	Vancouver.	Adelaide.	1,046,611	10,476	June 7	57s Gd
Nor bark.	Agnes.	811	Hofgaard.	Feb. 20	Chemainus.	Antofagasta.	602,500	6,413	June 11	40s
Nor ship.	Kathinka.	1063	Klevenberg.	March 12	Vancouver.	Melbourne.	1,282,925	9,251	May 28	60s
Chil bark.	India	953	Funke	Feb. 22	Vancouver.	Valparaiso.	803,291	7,018	May 10	owners ac
Br bark.	Glenberyie	800	Groundwater	March 21	Vancouver.	Iquiqui	631,810	7,689	June 8	37s Gd
Br ship.	Briti-h India.	1199	Lanes	March 31	Vancouver.	Valparaiso.	853,866	9,315	July 11	37s Gd
Am schr.	W. H. Talbot	776	Bluhm	March 14	Vancouver.	Tientsin	1,021,876	10,272	May 28	67s Gd
Am schr.	Reporter.	333	Dreyer	March 3	Chemainus.	San Pedro	416,386	3,476	March.	Private.
Br bark.	Riversdale.	1433	Finlayson	April 25	Vancouver.	Sydney.	1,107,181	9,873	June 28	47s Gd
Br bark.	Mistletoe.	821	Smith	April 21	Vancouver.	Wilmington	70,275	7,986	Aug. 31	\$16 00
Br bark.	Crugend.	2218	Lewthwaite.	April 18	Vancouver.	Iquiqui-Callao	1,868,000	19,351	July 11	27s Gd & 30s
Br barktn.	Toboggan	676	Porter	May 20	Vancouver.	Wilmington.	622,828	9,330	Sept. 11	\$15.00
Br bark.	Thermopyke.	918	Winchester.	June 2	Vancouver.	Yokohama.	328,576	8,019	July 22	Private.
Nor bark.	Fritzo.	1078	Rolfson.	May 29	Chemainus.	Melbourne.	483,124	8,072	Aug. 7	45s
Br ship.	Burnah.	1617	Newcombe.	June 2	Moodyville.	Valparaiso.	1,280,359	9,883	Aug. 23	35s
Br ship.	Crown of Denmark	2929	Smith.	June 21	Vancouver.	Melbourne.	1,870,725	15,435	Sept. 23	37s Gd
Nor bark.	Ursus Minor.	705	Johnson.	June 1	New Westminster.	Sydney.	181,214	4,300	Aug. 7	37s Gd
Br ship.	Earl Granville	1119	Flack	June 16	Cowichan	London.	833,937	12,203	Nov. 5	62s Gd
Chil bark.	Antonietta.	929	Stack	June 27	Chemainus.	Valparaiso.	856,338	9,015	Dec.	owners ac
Ger bark.	Palawan.	967	Van Heuvel.	July 8	Vancouver.	Iquiqui.	688,531	7,521	Sept. 27	33s 3d
Chil bark.	Leonor.	801	Jenatsch	July 8	Moodyville.	Antofagasta.	637,375	6,520	Oct. 13	owners ac
Chil bark.	Guinevere	909	Glennie.	Aug 6	Chemainus.	Valparaiso.	702,062	7,612	Oct. 28	owners ac
Am bktn.	Robert Sudden	555	Uhlberg	Aug. 7	Vancouver.	Valparaiso.	771,140	8,797	Nov. 26	40s
Chil ship.	Hindo-tan.	1513	Walsh	Aug 7	Moodyville.	Valparaiso.	1,222,386	11,471	Oct. 28	owners ac
Br bark.	Zelina Gowly	1067	Manning	Sept. 5	Vancouver.	Wilmington	873,218	10,125		\$13.00
Chil ship.	Atacama.	1255	Caballero.	Aug 21	Moodyville.	Valparaiso.	901,191	9,089	Nov. 1	owners ac
Br ship.	City of Quebec.	708	Carnegie	Sept 6	Vancouver.	Adelaide	517,109	4,018	Nov. 30	40s
Br bark.	Sineveh.	1171	Broadfoot	Sept 3	Vancouver.	Sydney.	951,900	9,287	Nov. 8	owners ac
Am schr.	Robert Searles	570	Piltz	Sept. 8	Vancouver.	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am ship.	George Skollfeld	1276	Dunning	Sept. 20	Vancouver.	Valparaiso.	901,316	\$1,781		40s
Chil bark.	Lake Lemay	1075	Bozzo.	Sept. 22	Moodyville.	Valparaiso.	727,829	6,610		owners ac
Br bark.	Seamwell Bros.	1218	McFarlane	Oct. 15	Vancouver.	Wilmington.	11,713	11,713		\$11.00
Am schr.	Alice Cook	722	Penhallow	Oct. 5	Vancouver.	Sydney.	919,800	8,388		39s
Nor ship.	Morning Light	1310	Johansen.	Nov. 3	Vancouver.	Liverpool.	929,110	10,000		58s 3d
Br bark.	Columbus.	691	Melhuish	Nov. 16	Vancouver.	Adelaide.	567,720	4,530		37s Gd
Am schr.	Lynan D. Foster.	730	Dwyer	Nov. 5	Moodyville.	Sydney.	822,858	7,800		39s
Nor bark.	Benj. Kings	1118	Rhomess	Dec.	Vancouver.	Halifax.				48s 3d
Br bark.	Fernbank.	1388	Royd	Nov. 25	Moodyville.	Valparaiso f.o.	200,370	4,728		36s 3d
Br bark.	Grasmere.	1216	Carter	Dec.	Vancouver.	Valparaiso f.o.	911,688	10,370		36s d
Am ship.	Edward O'Brien	1725	Taylor	Dec. 10	Vancouver.	London.	1,277,035	15,000		50s
Br bark.	Geo. Thompson	1128	Young	Dec.	Westminster.	Sydney.	800,308	7,811		owners ac
Br bark.	Mark Curry	1236	Liswell		Vancouver.	Cork, U. K.				52s Gd
Nor bark.	Fortuna.	1252	Mikelsen	Dec. 17	Moodyville.	Valparaiso f.o.	1,265,720	12,088		36s 3d
Br ship.	Alcega.	1079	Black		Vancouver.	Port Pirie				37s Gd
Nor bark.	Fritzo.	1078	Rolfson.		Vancouver.	Valparaiso.				36s 3d
Am bark.	Colorado	1066	Gilson.		Vancouver.	Valparaiso f.o.				37s Gd
Br bark.	Highlands.	1236	Owen		Vancouver.	Montreal.				Private.
Chil bark.	India.	953	Funke		Moodyville.	Valparaiso.				owners ac
Br bktn.	Bittern	820	Stronach		Vancouver.	Australia.				

SHIPPING INTELLIGENCE.

The Chilean bark Eritrea, 1080 tons, Capt. Serra, was reported at Callao Oct. 18, for Moodyville.

The barkentine Bittern has been towed into the inner harbor to have a new mainmast put in. She lost her top mainmast.

During the late storm the anchor cables of the old Norwegian bark Dominion parted and she was washed ashore in Esquimalt Harbor. Her owners intended

to fit her for a whaling voyage to the Arctic seas.

It is reported that on her way up to Nanaimo in tow of the tug Lorne, the American bark Gen. Fairchild, 1350 tons, went ashore near Plummer's Pass, and was floated again at high tide.

The San Francisco Journal of Commerce says: "The ship J. B. Brown was sixteen days making the passage from Nanaimo, and arrived Monday Dec. 5, with her coal cargo shifted from hard knocks received during the storm. The

shift gave her a heavy list to starboard and some of the seams opening under the strain, it took all hands at the pumps to keep the ship from taking in a dangerous amount of water. Pumping has been kept up almost constantly for several days, and the crew were busy all the way through the Gate and up the bay to anchorage in shallow water." The J. B. Brown was ashore on Gabriela Reef on her way down from Nanaimo, in tow of the tug Pioneer, and the ship was said to have had her bottom badly damaged.

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SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Chil. bark	Eritrea	1063	Serra		P Callao	Moodyville	R. P. Rithet & Co., Ltd.	
Br bark	Assel	795	Gilmour	Aug. 19	S London	Victoria	R. P. Rithet & Co., Ltd.	130
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Irving & Paterson	173
Br bark	Mary Low	813	Robertson	Oct. 5	B Liverpool	Victoria	R. P. Rithet & Co., Ltd.	83
Br ship	Kinkora	1729	Lawrence	Nov. 15	Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	42
Br ship	Morayshire	1128	Mowatt	Oct. 21	Q Java	Vancouver		67
Br schr	Americana (new)	830	Denny	Nov. 5	Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	52
Br str	Salado	1005	Crouch	Sept. 13	Newport, Eng	Victoria		102
Br ss	Tacoma (ex Batavia)	1662	Hill	Dec. 1	I Hong Kong	Victoria	N. P. S. S. Co.	26
Br ship	Blair Athole	1627	Taylor		R Java	Vancouver		
Br bark	Java	827	McGregor	Oct. 3	G Cardiff	Esquimalt	Naval Storekeeper	85
Br bark	Doehra	1016	Scott	Dec. 19	W Liverpool	Victoria	Robert Ward & Co., Ltd.	8
Chil bark	Entella	1623	Mangini		P Callao	Moodyville	Moodyville Sawmill	
Ger. ship	Katharine	1630	Hille	Nov. 1	E Santa Rosalia	Moodyville	Moodyville Sawmill	53
Br ship	Gryfe	1063	Roberts	Nov. 21	Cardiff	Esquimalt	Naval Storekeeper	36
Br ss	Empress of Japan	2003	Lee		D Hong Kong	Vancouver	C. P. S. S. Co.	
Br ss	Flintshire	1571	Dwyer		Hong Kong	Victoria	N. P. S. S. Co.	

P—To load lumber for Valparaiso on owners' account. S Aug. 21 passed Beechy Head. Spoken Sept. 21, lat. S N., long. 29° W.; Sept. 23, lat. S N., long. 28° W. E—Chartered to load lumber for West Coast of S. A., due December 1. B—Spoken Oct. 11, lat. 44° N., long. 15° W. L—Via Yokohama Dec. 15. N—July 9 passed Dover. Prior Nov. 16 put into Valparaiso for water. Q—Cargo of 2,100 tons raw sugar. R—To sail in February with 2,300 tons raw sugar. W—To load lumber for West Coast of S. A. D—To sail Dec. 28. Via Yokohama Jan. 6.

VESSELS IN PORT.

(December 21, 1892.)

VICTORIA.

Br. bark Thermopylae, 915 tons, Capt. Winchester, arrived from Hong Kong Nov. 21 in 14 days, with a cargo of rice paddy, Victoria Rice Mills, consignees.

Br. ship Crown of England, 1,753 tons, Capt. Milburn, arrived Dec. 5 from Higo, seeking.

Br barkentine Bittern, 390, tons, Capt. Stronach, arrived Dec. 11 from Hong Kong, chartered to load lumber at Vancouver for Australia.

Br. bark Grasmere, 1,240 tons, Capt. Carter, loaded with a cargo of lumber for Valparaiso.

VANCOUVER.

Br. bark Mark Curry, 1,256 tons, Capt. Liswell, arrived Nov. 18, to load lumber.

Br. ship Abcona, 970 tons, Capt. Black, arrived Nov. 17, loading lumber for Port Pirie.

Nor. bark Fritzoe, 1,078 tons, Capt. Rolfsen, arrived Dec. 7 from Melbourne, loading lumber for Valparaiso.

Br. bark Highlands, 1,236 tons, Capt. Owen, arrived Dec. 6, loading lumber for Montreal.

Chil. bark India, 923 tons, Capt. Funke, arrived Dec. 13, loading lumber at Moodyville for Valparaiso.

COWICHAN.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Oct. 12, loading lumber for Valparaiso f. o.

NEW WESTMINSTER.

Br. bark Geo. Thompson, 1,128 tons,

Capt. Young, loaded with lumber for Sydney.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Oriental, 1,625 tons, Capt. Parker.

Am. ship Eclipse, 1,335 tons, Capt. Petersen.

Am. bark Gen. Fairchild, 1,356 tons, Capt. Mosher.

Am. ship India, 1,230 tons, Capt. Herri-

man.

Br. ss. Bannmore, 1,138 tons, Capt. Kennedy.

WELLINGTON SHIPPING.

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.

Am. ship Invincible, 1,391 tons, Capt. Howland.

Am. bark Alex. McNeil, 1,088 tons, Capt. Sorman.

UNION SHIPPING.

Am. ship Richard III., 951 tons, Capt. Pritchard.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,316
Vancouver	5	5,472
Cowichan	1	1,036
Westminster	1	1,128
Nanaimo	9	12,729
Total	20	21,711
Previous week	21	25,811
Corresponding week last year	8	9,533

The Pacific Coast Canning Company (Ltd) has been incorporated with a capital of \$15,000, to do a general canning business. George I. Wilson, Geo. Cassidy and N. H. Bain, of Vancouver, are the trustees.

FREIGHTS.

The freight market shows the influence of the holiday season, and there is almost nothing doing. Grain freights may be quoted at 22s 6d to Cork, with usual options.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 37s 6d; direct port on West coast, South America 33s 9d; Sydney 39s; Melbourne, Adelaide or Port Pirie, 35s; Uni-ed Kingdom, calling at Cork for orders, 45s; Shanghai, 45s; Yokohama, 40s nominal.

Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 27s 6d to 30s; from Tacoma, 25s to 27s 6d. These rates are, however, to a large extent, nominal.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending December 24:—

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
17.	Romulus, str., San Francisco	4,056
22.	Carrollton, bk, Wellington	2,302
Total		6,358



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